

The Genuine
'TANSAN'
Indispensable during the
warm weather.
INVIGORATING
STIMULATING
SOLE AGENTS,
H. PRICE & CO.,
12, Queen's Road.

The China Mail

ESTABLISHED 1845.

The Celebrated
BLATZ BEER
OF MILWAUKEE, U.S.A.
\$28.00 per Cask of
10 Dozen Pints
SOLE AGENTS,
H. PRICE & CO.,
12, Queen's Road.

No. 12,627.

號四十九年三零百九千一英

HONGKONG, MONDAY, SEPTEMBER 14, 1903

日三十月七年卯癸

PRICES, \$3.00 Per Month,
15 Cents Per Copy.

AGENTS FOR THE CHINA MAIL.
LONDON.—F. ALGAR, 11 & 12, Clement's
Lane, London Street, E.C. 3.
& Co., 30, Cornhill. GORDON &
GORDON, Ludgate Circus, E.C. 4.
HAY & CO., 81, Cannon Street, E.C.
SASSELL, DRACON & CO., 150 & 154,
Leadenhall Street, W. M. WILKS, 154,
Cannon Street, E.C. ROBERT WATSON,
150, Fleet Street, O. MITCHELL & CO.,
Snow Hill, Holborn Viaduct, E.C.
SELL'S ADVERTISING AGENCY LTD., 167,
Fleet Street, E.C.
PARIS AND EUROPE.—MAYENNE,
FAVRE & CO., 18 Rue de la Grange
Batelière.
NEW YORK.—THE CHINESE EVANGELIST
OFFICE, 52, West 22nd Street.
SAN FRANCISCO and AMERICAN PORTS
generally.—BEAN & BLACK, San Fran-
cisco.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GORDON, Mel-
bourne and Sydney.
CEYLON.—W. M. SMITH & CO., THE
APOTHECARYS CO., Colombo.
HAWAII.—H. M. VAN DORP & CO.,
SINGAPORE, STRAITS, &c.—KELLY &
WALSH, LTD., Singapore.
PHILIPPINE ISLANDS.—A. S. WAT-
SON & CO., Manila.
OBAMA.—ANN, N. MOALLE & CO.,
LIMITED, Fochou, BROCKETT & CO.,
Shanghai, LANE, CRAWFORD & CO.,
and KELLY & WALSH, Yokohama,
LANE, CRAWFORD & CO., and KELLY
& WALSH.

Wanted.
WANTED.
AN Expert LADY STENOGRAPHER
and TYPEWRITER.
State Salary and Experience to—
A. I.
Care of 'CHINA MAIL' Office,
Hongkong, September 1, 1903. 1815
**BRITISH NORTH BORNEO
GOVERNMENT.**
WANTED.
A CHINESE OVERSEER of Public
Works in SANDAKAN, about 25
years of age, with experience, and able to
do his own planning. Must speak and
write English.
SALARY \$75 per mensem.
HOUSE ALLOWANCE \$5 do.
HORSE ALLOWANCE \$15 do.
Second-class Passage provided to Sanda-
kan. A trial of a few months will be given
and if not satisfactory return Passage paid.
Apply to Messrs GIBB, LIVINGSTON
& CO., Hongkong.
Hongkong, September 3, 1903. 1825

Intimations.
NOTICE.
MR F. ESOM and MR P. KUNZE
have this day been authorized to
Sign Our Firm jointly per Procuration.
EAST ASIATIC TRADING CO.
Hongkong, September 12, 1903. 1879

MR. CHADWICK KEW,
DENTAL SURGEON.
38, QUEEN'S ROAD CENTRAL.
OFFICE HOURS: 9 A.M. to 5 P.M.
Hongkong, March 18, 1902. 665

**KING EDWARD
HOTEL.**
A HIGH-CLASS PRIVATE
HOTEL.
Ladies Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1902. 1223

**THE POPULAR
SCOTCH
IS
'BLACK & WHITE'**
JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
H. M. THE PRINCE OF WALES
Supplied at all the leading Clubs and
Hotels, and to be obtained from LANE,
CRAWFORD & CO., Queen's Road

**THE POPULAR
SCOTCH
IS
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H. M. THE PRINCE OF WALES
Supplied at all the leading Clubs and
Hotels, and to be obtained from LANE,
CRAWFORD & CO., Queen's Road

Business Notices.
W. S. BAILEY & CO.
Engineers, Shipbuilders, Boilermakers,
Blacksmiths, and Brass and Iron Founders.
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM-LAUNCHES.
Pumps, Packings, General Store, and Engineers' Tools of Every Description.
OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS.
60 & 62, DES VŒUX ROAD CENTRAL. KOWLOON BAY
W. S. BAILEY, M.A.M.E.C.E. E. O. MURPHY, WH. SC., A.M.E.C.E.
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS AND TENDERS.
Consulting and Superintending Engineers and Surveyors.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**
JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
S.S. HONAM, 2,363 tons, Captain H. D. Jones.
S.S. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. FATSHAN, 2,260 tons, Captain A. W. Dixon.
S.S. HANKOW, 3,073 tons, Captain C. V. Lloyd.
S.S. KINSHAN, 2,880 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at about 7 a.m. and 10 a.m. (Sunday
excepted), and at about 6 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily (Sunday excepted), at about 8 a.m.,
2 p.m. and 5.30 p.m.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
Hongkong-Macao Line.
S.S. HEUNGSHAN, 1,938 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 p.m. as per
special schedule.
Do. from Macao to Hongkong daily at about 7.30 a.m. } Sunday excepted.
Canton-Macao Line.
S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

**JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.**
Canton-Wuchow Line.
S.S. NANNING, 589 tons, Captain R. D. Thomas.
S.S. SAINAM, 588 tons, Captain E. Branch.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG CANTON & MACAO STEAMBOAT CO. LD.,
15, Bank Buildings, Queen's Road Central, opp. site the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

**MAC LAREN'S
CANADIAN CHEESE**
In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
Hongkong, May 4, 1903. 983

FAIRALL & CO.
FOR
HIGH-CLASS
DRESSMAKING & MILLINERY.
GENERAL DRAPERS AND
OUTFITTERS.
Hongkong, September 5, 1903. 1656

THOMAS P. HALL,
FOR many years Master in the Service
of DOUGLAS STEAMSHIP COY.,
LTD., has the honour to inform the Ship-
ping and Mercantile Community that he
has this day established himself as a
MARINE SURVEYOR.
T. P. HALL,
Princo's Building, 3rd Floor.
Telephone 418.
Hongkong, August 24, 1903. 1647

BOVRIL
fortifies the
system.
BOVRIL is an extremely
palatable drink, and a
stimulant that has no bad
after-effects. It is also a
replacer of used-up tissue
and energy; while it en-
ables the system to endure
fatigue and to repel
disease.
To be obtained at all Grocers, Chemists,
Hotels, &c., throughout Hongkong, China
and Japan.
P. O. Box 388. TELEPHONE 380
Hongkong, August 8, 1903. 637

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).
Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
rings of Asbestos, Rubber and Woodite.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oils always in hand.
Bell's Asbestosolite—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2
to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and
other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers, Hongkong. OFFICE, 6 DES VŒUX ROAD,
opposite King Edward Hotel entrance.

**NEW STOCK OF
SHOOTING BOOTS,
WALKING BOOTS,
TWEED HATS AND CAPS,
RAINCOATS AND WATERPROOFS.
FOX'S PATENT SPIRAL PUTTIES.
&c., &c., &c.
LANE, CRAWFORD & CO.
Hongkong, September 11, 1903.**

A POINTED TALK.
Prevention is better than cure we are told, so
always have the perfect deodorizers & disinfectant.
CARBOLACENE & ESSET'S FLUID, in use
for fumigating purposes,
LISTER'S FORMALDEHYDE FUMIGATOR.
To exterminate roaches and all insects,
NEWTON'S ROACH POWDER, to completely ex-
terminate all rats. 'Newton's Rat Cheese.'
Use the above and ensure perfectly healthy homes.
Sold only at
WATKINS, LTD.

**BUTTER,
Finest Fresh
Australian,
70 cts. per lb. ROLL.
ANGLO-AMERICAN STORES,
1 & 3, Wellington St., Hongkong.
64, Elgin Road, Kowloon.**

**THE MUTUAL LIFE INSURANCE
COMPANY OF NEW YORK.**
RICHARD A. MCCURDY, PRESIDENT.
ORGANIZED IN 1843.
MR. GEORGE ECKLEY has been
Appointed AGENCY DIRECTOR
of the above Company, and a Branch
Office has been OPENED in the HONG-
KONG CLUB ANNEX, Ground Floor,
CHATER ROAD.
By Order, BASIL H. BETTS,
Special Representative,
HONGKONG, CHINA AND JAPAN.
Hongkong, August 17, 1903. 1697
JAVO-CHINA-JAPAN L.N.J.
REGULAR STEAMSHIP LINE from
JAVA TO CHINA AND JAPAN.
AND BACK.
THE HEAD AGENCY of the above
Company has been OPENED at No. 3,
DUDELL STREET.
R. BISSCHOP, General Agent.
Hongkong, September 5, 1903. 1841
CHINESE AMERICAN COMMERCIAL
COMPANY.
司公美華
IMPORTERS, EXPORTERS AND
MANUFACTURERS.
THIS COMPANY'S OFFICES are
ESTABLISHED at Nos. 20 and 21,
CONNAUGHT ROAD, Opposite Douglas
Pier.
Hongkong, May 1, 1903. 949

Business Notices.
GREEN ISLAND CEMENT CO., LTD.
Portland Cement.
In casks of 375 lbs net, \$4.75 per cask, ex Factory.
In bags of 250 lbs net, \$2.85 per bag, ex Factory.
FACTORIES—HONGKONG AND MACAO.
Glazed Stoneware, Drain Pipes and Fittings, Glass
Paving Bricks and Tiles, Fire Bricks and Fire Clay,
FIRE CLAY WORKS.—DEEP WATER BAY HONGKONG
For further particulars, apply to
Shewan, Tomes & Co.,
GENERAL MANAGERS.

VICTORIA DISPENSARY.
VERY RARE OLD LIQUEUR SCOTCH WHISKY
(in Square Bottles).
One of the Oldest and Best-known Whiskies in the Colony.
FINE OLD CLAYMORE WHISKY.
FINEST OLD SCOTCH WHISKY.
Specially bottled for us by Usher & Co.
LOCHABER SCOTCH WHISKY.
A very fine Blend, Matured and Mellow.
THE VICTORIA DISPENSARY,
QUEEN'S ROAD.

Cutler, Palmer & Co.,
LONDON.
(Wine Shippers to China since 1815).
Have always Stocks of their well-known Brands with
Hongkong, 15th July, 1901. SIEMSEN & CO. 140

CHAMPAGNES
FROM
CHARLES HEIDSIECK.
PURVEYOR TO HIS MAJESTY KING EDWARD.
SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

HONGKONG HOTEL.
A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.
2136

The Peak Hotel.
Admirably Situated—Sheltered from the North-East Monsoon and Open to the
South-West Monsoon.
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29. Town Office, 7, DUNDRELL STREET.
89 Telegraphic Address: 'PEACEFUL'

CONNAUGHT HOUSE HOTEL,
QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES.—EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply
THE MANAGER. 33

W. BREWER & CO.
New Stock.
CRICKET BATS. CRICKET BALLS.
BATTING AND WICKET-KEEPING GLOVES.
DOHERTY AND E. G. U. TENNIS RACKETS.
DEMON AND SPECIAL DEMON TENNIS RACKETS.
HOCKEY STICKS. TENNIS NETS.
TENNIS SHOES. WHITE WALKING BOOTS.
WATERMAN'S DE LA RUE'S PELICAN, SWAN,
AND SWIFT FOUNTAIN PENS.
EXPRESS AND INDEPENDENT STYLOGRAPH PENS.
BRIDGE SETS... CARD GAMES (Great Variety).

AQUARIUS.
MINERAL WATER.
SILENT WATER.
TONIC WATER.
GINGER ALE.
LEMONADE.
LITHIA WATER.
GINGER BEER (Stone Bottles).
All the Company's Waters are manufactured from Treacher-Di-
stilled Water—nothing can be purer. More Fitzgerald is quite
insufficient for destroying the worst organisms that water may
contain.
Telephone No. 75.
Caldbeck, Macgregor & Co.,
GENERAL MANAGERS.
Hongkong, August 24, 1903.

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 100 HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chetoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimoda, Moji, Waka-
matsu, Kanata, Nagasaki, Kuchino, Sasebo, Maiduru, Miike Hakodate
Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinomiya, Mameda, Mannou,
Onoura, Otsu, Sasahara, Teikoku, Yoshinomiya, Yohio, Tanokibara, and other
Coals.

N. INUZUKA, Manager, Hong Kong.

Hongkong, April 28, 1903.



A healthy child is
naturally full of life.
His mother will tell you
Rainier Beer
did her a lot of good
its pure ingredients
its perfect brewing
when used in moderation
all tend to build up the
system.
Better try it yourself
**SEATTLE BREWING
& MALTING CO.
SEATTLE, WASH.
PHONE RAINIER 30**

Per Case (6 dozen Pints,.....) \$18.00
(Special terms to large buyers) (or 4 dozen Quarts.)

A. S. WATSON & Co., Ltd.,
Sole Agents for HONGKONG, CHINA AND MANILA.

Apollinaris

"THE QUEEN OF TABLE WATERS."

"Apollinaris is of recognised purity; its long continued
and world-wide use attests its merit."

THE NEW YORK MEDICAL JOURNAL.

"The purity of Apollinaris offers the best security against
the dangers of ordinary drinking waters."

THE LONDON MEDICAL RECORD.

Sole Agents:

CARLOWITZ & CO.,

HONG KONG, CANTON, SHANGHAI, TIENTSIN, HANKOW & TSINGTAU.

EXQUISITE IN FLAVOR.

Highly concentrated, perfect in solubility,
hence the most nourishing and easily digested.

van Houten's
Cocoa

is a perfect beverage, light and delicate,
invigorating and sustaining. It is easy to
make, and cheaper in use than any other.

Best & goes farthest.

Intimations.

VICTORIA RECREATION CLUB.
AQUATIC SPORTS 1903.

THE Annual Aquatic Sports will be held
on the 16th, 17th, 18th and 19th
inst. in the CLUB ENCLOSURE, Austin
Road, Kowloon. Sports commence on
16th and 17th at 4.30 p.m., and on 18th
and 19th at 4 p.m. sharp.
Admission for Gentlemen, 50 cents each
day. Soldiers and Sailors in uniform half
price.
Tickets for Admission may be obtained
from the STEWARD, V.R.C., on the day
of the Sports.

FRANK W. WHITE,
Hon. Secretary.
Hongkong, September 8, 1903. 1800

VICTORIA RECREATION CLUB.
AQUATIC SPORTS 1903.

THE Committee of the Victoria Recreation Club request the pleasure of the
Company of the Ladies of Hongkong at the
CLUB ENCLOSURE, Austin Road, Kow-
loon, on THURSDAY, 17th inst., and
SATURDAY, 19th inst., at 4 p.m. sharp,
on the occasion of the Annual Aquatic
Sports.

By kind permission of Lieut.-Col. W. S.
Birdwood and Officers, the Band of the 10th
Bombay Light Infantry will play.

FRANK W. WHITE,
Hon. Secretary.
Hongkong, September 8, 1903. 1801

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEET-
ING OF SHAREHOLDERS in the
above Company will be held at the COM-
PANY'S OFFICES, on SATURDAY, the
26th September, at Noon, for the purpose
of receiving the Report of the General
Managers, together with a Statement of
Accounts to 30th June, 1903.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from the 10th to the
26th September, both days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, September 10, 1903. 1873

HUMPHREYS' ESTATE & FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that
an EXTRAORDINARY GENERAL MEET-
ING OF HUMPHREYS' ESTATE AND FINANCE
COMPANY, LIMITED, will be held at the
COMPANY'S OFFICES, No. 38 and 40, Que-
en's Road Central, Victoria, Hong-
kong, on SATURDAY, the 31st day of
October, 1903, at Noon, when the Sub-
joined Resolutions will be proposed, viz:—

1. That the Capital of the Company be
increased from \$1,000,000 (divided
into 100,000 shares of \$10 each) to
\$1,500,000 (divided into 150,000
shares of \$10 each) by the creation of
50,000 new shares of \$10 each to be
offered and if accepted to be allotted
to the present shareholders of the
Company at par in the ratio and
proportion of one new share for every
two old shares in the Company held
by the respective shareholders thereof,
the amount payable on each of such
new shares respectively to be paid at
such time or times and in such
sums as the Company by its General
Managers may hereafter determine.
2. That Article No. 82 of the Articles of
Association of the Company be can-
celled and the following Article sub-
stituted therefor:—
"The remuneration of the General
Managers shall be \$4,000 per an-
num (which shall cover office rent
but not salaries of Secretary and
other employees) and a commission
of 5 per cent. of the net profits of
the Company for each year that
such profits amount to 7 per cent.
of the Capital of the Company."

Should the above Resolutions be duly
passed they will be submitted for confir-
mation as Special Resolutions to a Second
Extraordinary General Meeting which will
be subsequently convened.

Dated this 5th day of July, 1903.

JOHN D. HUMPHREYS & SON,
General Managers.

THE TRADE MARKS ORDINANCE
1898.

APPLICATION FOR REGISTRATION
OF TRADE MARK.

NOTICE IS HEREBY GIVEN that
FUNG LEE HING carrying on busi-
ness at No. 145, Connaught Road Central,
Victoria, in the Colony of Hongkong and
elsewhere as Tobacco Merchants, have on
the 23rd day of July, 1903, applied for the
registration in Hongkong in the Register of
Trade Marks of the following Trade Mark:

The representation of a scroll: on one
side of the Scroll is the device of a
Chinese lion on the side of which is
depicted a ball tied with tapes and on
the other side of the Scroll are four
Chinese Characters 利興名烟

LEE HING MING YIN, meaning
'Lee Hing famous Tobacco' on one
corner of the Scroll are four other
Chinese Characters 瑞獅為記

SHUI SI WAI KEE, meaning
'Good Lion Trade Mark.'

The whole of the above rest on an orna-
mental design. In combination with
the above are six Chinese Characters
粵東瑞獅選庄 YUT TUNG

FUNG SHE SUN CHONG mean-
ing 'The quality selected and pack-
ed by Fung She of Kwong Tung';

in the name of FUNG LEE HING who
claims to be the sole proprietors thereof.

The Trade Mark has been used by the
applicants since the month of July, 1898,
in respect of the following goods:—
Manufactured and unmanufactured Tobacco

in Class 45.

A facsimile of the Trade Mark can be
seen at the Office of the Colonial Secretary
of Hongkong and also at the Office of the
undersigned.

Dated the 14th day of August, 1903.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong.

1879

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price \$1 each.
CHINA MAIL OFFICE.

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from
the MILITARY AUTHORITIES that
the GUN PRACTICE at Target, which was
to be held on the 2nd instant from Stone-
cutters' Island, has been postponed, owing
to bad weather, till the 16th instant, or, if
the weather is not favourable on that day,
till the 18th instant.
Practice will commence at about 7 a.m.,
and end at about 9 a.m. if the range is
clear.

By Command, F. H. MAY,
Colonial Secretary.
Hongkong, September 3, 1903. 1826

THE MUTUAL STORES,
GENERAL STOREKEEPERS,
WINE & SPIRIT MERCHANTS.

25, DES VOEUX ROAD CENTRAL.

Our new premises have been stocked with
none but absolutely New and Fresh Goods.
Prices same as heretofore.
INSPECTION SOLICITED.
Hongkong, June 29, 1903. 1363

ZETLAND HOUSE,

No. 10, QUEEN'S ROAD CENTRAL.

SUPERIOR ACCOMMODATION.
Moderate Charges.

MRS. WATLING,
Proprietress.
Hongkong, January 14, 1903. 96

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m., Every 10 minutes.
8.00 a.m. to 8.30 a.m., Every 15 minutes.
8.30 a.m. to 9.30 a.m., Every 10 minutes.
9.30 a.m. to 11.00 a.m., Every 15 minutes.
11.30 a.m. to 12.45 p.m., Every 15 minutes.
12.45 p.m. to 1.15 p.m., Every 10 minutes.
1.15 p.m. to 1.45 p.m., Every 15 minutes.
1.45 p.m. to 2.15 p.m., Every 10 minutes.
2.15 p.m. to 3.00 p.m., Every 15 minutes.
3.30 p.m. to 5.30 p.m., Every 15 minutes.
5.30 p.m. to 8.00 p.m., Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 8.45 p.m. to 11.15
p.m. every half-hour.

SATURDAYS.
8.00 a.m. to 9.00 a.m., Every 15 minutes.
9.30 a.m. to 9.30 a.m., Every 20 minutes.
9.30 a.m. to 10.30 a.m., Every 15 minutes.
10.30 a.m. to 11.00 a.m., Every 10 minutes.
12.00 Noon to 1.00 p.m., Every 10 minutes.
1.00 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 6.00 p.m., Every 10 minutes.
6.00 p.m. to 7.00 p.m., Every 15 minutes.
7.00 p.m. to 8.00 p.m., Every 10 minutes.

NIGHT CARS on Week Days.
SATURDAYS.
Extra ca at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, 38 and 40, Que-
en's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, June 4, 1903. 1061

THE
CHINA AND JAPAN
TELEPHONE
AND
ELECTRIC COMPANY,
LIMITED

SUBSCRIPTIONS.

Payable Quarterly in Advance.

EXCHANGE LINES:
\$100, and Private Lines by
arrangement.

N.B.—A Special Charge is made for
Lines of more than average
length.

DESK TELEPHONES.
For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC FANS.

ELECTRIC SUPPLIES
Of Every Description in Stock,
including:

BATTERIES, CHEMICALS,
INSULATORS, ELECTRIC BELLS,
LIGHTING CONDUCTORS,
SWITCHES, TELEPHONES,
WIRE, etc., etc.

Send for Price Lists.

ELECTRIC BELL
INSTALLATIONS.
Erected and Maintained.

Estimates given Free for all kinds of
Electrical Work.

Trained Mechanics sent to Out-Ports, if
it up Installations if required.

NOTE ADDRESS:—2 ICE HOUSE
ROAD.

For full particulars, &c., &c.,
Apply to
W. STUART HARRISON,
A.M. Inst. E.E.,
Manager.
Hongkong, April 2, 1903. 140

Intimations.

MADAM FLINT & CO.

IMPORTERS OF FRENCH
MILLINERY & DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED
during the Summer Months.

PRICES MODERATE.

CONNAUGHT HOTEL: Rooms 4 and 6.
Hongkong, August 31, 1903. 1801

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

A UTILITY, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID, AND OTHER COMPASS
ADMIRALTY & IMRAY CHARTS.

English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.

D I A M O N D S
AND
DIAMOND JEWELLERY.
Splendid Collection of the Latest LONDON
PATTERNS. New modern prices. 472

BOARD AND RESIDENCE.

"KILLADOON,"
151, WANCHAI ROAD.—Light,
Airy and well-furnished Double and Single
Rooms, with full view of the Harbour.
Reduced Rates for Summer, with or
without Board. For Terms,
Apply on the Premises to,
Mrs G. S. WEBB.

Hongkong, July 7, 1903. 1416

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.

No. 18, MACDONNELL ROAD.
SUMMER RATES.
Under European Management.

Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

MINERAL
ASSAYS & ANALYSES.

THE YANKEE VALLEY COMPANY, LTD.,
having its own well-equipped Labora-
tory, is prepared, in order to assist in the
Mineral Development of China, to do Assay
work of all descriptions. Quantitative
Analyses, and to classify minerals for Mine
owners and others.

Mines as well as Minerals of Economic
value purchased and consultations arranged
by appointment.

Terms moderate.

Address:—THE LABORATORY,
49, Szechuen Road.

Cable Address,
'YANGUZZERS,' Shanghai.
6th October 1901. 728

MACAO HOTEL.

(LATE HING KEE HOTEL).
THIS FAVORITE AND LONG-ESTAB-
LISHED HOTEL is situated on the
SEA FRONT commanding a magnificent
View of the Harbour and adjacent islands
and is open to the Cool Southern Breezes
in Summer.

The BEDROOMS are Large, Cool, Airy,
well ventilated and Handsomely Furnished.
The Cuisine is excellent and under direct
EUROPEAN Supervision.

PIANO, Boating or Shooting Parties
catered for. A Commodious and Comfortable
(Storm-wheel House) Boat with sleeping
accommodation for six Passengers and every
convenience is provided for the use of
Visitors, at reasonable rates.

A MILITARY BAND plays in the Gar-
den close to the Hotel three times a Week.

Sea Bathing.
Steamers to and from Macao every
MORNING AND AFTERNOON.

WM. FARMER,
Proprietor and Manager.
Hongkong, July 24, 1903. 1145

JUST LANDED.

A Varied Assortment of well-known
COLGATES PERFUMERY, in 2
and 4 oz. bottles, suitable for presentation,
and also COLGATE'S SHAMPOO BOUT-
QUET TOILET SOAP.

H. RUTTONJEE,
5, D'Almeida Street,
36 and 38, Elgin Road, Kowloon.
Hongkong, September 10, 1903. 1869

COMMERCIAL UNION

ASSURANCE COMPANY,
LIMITED.

FIRE—Marine—Typhoon—Accide.
A Special list of forms—Fidelity
Guarantee—Plate Glass.

Policies issued at current rates.
W. H. T. DAVIS, Manager.

Office hours, 10 a.m. to 4 p.m.
Saturdays, 10 a.m. to 12.30 p.m.

457

WEEKLY NEWS
FOR HOME.

The Overland China Mail

Published to suit the Departure
of each English and French
Mail Steamers to Europe.

FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)

\$17 per ANNUM (including Postage),
'CHINA MAIL' OFFICE,
35, WYNDHAM STREET, HONGKONG

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instruc-
tions to Sell by Public Auction,
on

THURSDAY,
the 17th September, 1903, at 11 a.m., at
the ARMY ORDNANCE STORES, Queen's Road
East, the following GOVERNMENT
STORES at the ARSENAL YARD:—

OLD BRASS, GUNMETAL, COPPER, LEAD,
ZINC, STEEL, CAST, WROUGHT AND GAL-
VANIZED IRON, LEATHER, TARRS and
PAINTS, OILS, ROPE, DOORSTOPPERS, BUNTING,
LINEN, COTTON, and WOOLLEN RAGS,
TARRED OAKUM, OLD WOOD, PACKING
CASES, &c., &c.

Catalogues can be had at the Ordnance
Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All
faults and errors of description at pur-
chaser's risk on the fall of the hammer.
All lots to be cleared within 48 hours.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, September 12, 1903. 1890

To Let.

TO LET.

FOUR NEW PAINTED FLOORS,
in First-class Condition.

Enquire at
C. E. LE MUNYON'S
New Store,
29 and 31, Des Voeux Road.
P.O. Box 368.
Hongkong, June 2, 1903. 175

TO LET.

ON Lease, SPACIOUS OFFICES on FIRST
FLOOR, in QUEEN'S ROAD CENTRAL.
One minute from Clock Tower, immedi-
ate occupation; particulars, etc.

Apply to
'CYMRO,'
Care of 'CHINA MAIL' Office.
Hongkong, August 5, 1903. 1618

GODOWN TO LET.

NO. 155, PRAYA EAST.—Spacious
Two-story Godowns. Suitable for
Farm or Cattle.

Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LTD.
Hongkong, July 11, 1903. 1448

GODOWN TO LET.

NO. 109A, in Lane Situated at PRAYA
EAST. Spacious and suitable for
Cattle or other requirements.

Apply to
TANG KING FU,
104, HOLLYWOOD ROAD.
Hongkong, September 7, 1903. 1848

TO LET.

NO. 2 RYON TERRACE IN FLATS.
HOUSES in LIGHTEN HILL ROAD.
FLATS in MORRISON TERRACE, CAUSEWAY
BAY, FACING THE POLO GROUND.

GODOWN at BOWTOWN (Praya
East).

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, June 8, 1903. 1230

TO LET.

ONE 1st-CLASS SPACIOUS GODOWN
at West Point.

Apply to
'GODOWN,'
Care of 'CHINA MAIL' Office.
Hongkong, June 15, 1903. 1257

TO LET.

With Immediate Possession.
'DURISDEER' MAGAZINE CAP.
Furnished.

Apply to
HUGHES & HOUGH,
8, Des Voeux Road.
Hongkong, August 31, 1903. 1799

EAST PRAYA RECLAMATION
SCHEME.

AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOT-HOLDERS BY SIR PA

There is also a Philippines U.S. Squadron, Commanded by Rear-Admiral F. H. Cooper.

MAKING ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION

ESTABLISHED 1859.
ACHEE & CO

祥利廣
Temporary Store,
1st Floor,
12, QUEEN'S ROAD.

(above Messrs H. Price & Co.)

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,
LIMITED.

UMBRELLAS

Special Line at
\$6.50.

Plain and Silver-mounted

**Natural .
Sticks, .**

Strong .

Frames. .

AND

**Servicable
Covers. .**

Fashionable

Rain Coats -

FOR

**TROPICAL-
CLIMATE**

Wm. POWELL, Ltd.



'D. C. L.'

OLD TOM
and
DRY GINS
\$8.00 per dozen

The best Gin on
the Market, its
purity defies
Competition.

SOLE AGENTS,
H. PRICE & CO.,

General Memoranda.

WEDNESDAY, September 16 —
9 a.m.—Military Practice.
2.30 p.m.—Auction of the whole of the
Household Furniture, at No. 13, Knuts-
ford Terrace.
Transfer Books of Douglas Steamship
Co., Ltd., closed from this date to the
26th September, inclusive.
Goods per *Wahana Maru* not cleared on
this date subject to rent.

THURSDAY, September 17 —
11 a.m.—Auction of Old Brass, Gun-
metal, Copper, &c., at the Army
Ordnance Stores, Queen's Road East.
Goods per *Sinle* not cleared at 4 p.m.
on this date subject to rent.

FRIDAY, September 18 —
9 p.m.—Promenade Concert of Hong-
kong Volunteer Corps at Head-Quar-
ters Parade Ground.

MONDAY, September 21 —
3 p.m.—Auction of Crown Lands at the
Public Works Department's Office.
Goods per *Lemur* undelivered after
this date subject to rent.

TUESDAY, September 22 —
Noon—Meeting of Shareholders of the
Douglas Steamship Co., Ltd., at the
Co.'s Office.

WEDNESDAY, September 23 —
Noon—Meeting of Humphreys' Estate
and Finance Co., Ltd., at the Com-
pany's Office.



**A. S. WATSON & CO.,
LIMITED.**

FLOWER

AND

VEGETABLE

SEEDS, .

FOR THE SEASON 1903-1904.

ORDERS are now being executed from
New Stocks only.

PRICED CATALOGUES, with Hints
on Gardening, can be obtained free on
Application.

These SEEDS are supplied to us by the
BEST GROWERS IN THE WORLD.
It is essential to use particular care when
sowing and to exercise supervision over the
Chinese Gardeners, whose 'old custom'
methods of dealing with the Seeds may
sometimes lead to disappointing results.

CLAY'S FERTILISER,
For use in the garden generally.

**RANSOME'S LAWN-
MOWERS.**

The Best and Cheapest Machines in the
Market.

A. S. WATSON & Co., Limited,
SEEDSMEN, &c.

Established A.D. 1841.
September 12, 1903.

BIRTHS.
At Penang, on August 27, the wife
of WALTER FOX, Acting Superintendent
Forests and Gardens, of a Daughter.
At Butterworth, Province Wellesley, on
Tuesday, the 1st Sept., 1903, the wife of
Mr. Owen H. Watt, of the Public Works
Department, of a Daughter.

DEATH.
At the Government Civil Hospital, Hong-
kong, on the 13th instant, JACOB, the
dearly-beloved son of Inspector and Mrs.
C. W. Brett.—At rest.

The publication of this issue commenced
at 5.35 p.m.

The China Mail.

HONGKONG, MONDAY, SEPTEMBER 14, 1903.

In this issue we publish a special
article on 'Railways in South China,'
dealing principally with the southern
portion of what will probably be
known as the Grand Trunk Railway
of China and with the branch line
connecting Canton with Samshui.
The railway is being constructed by
the American China Development
Company, which must be congratulated
on the progress already made in the
face of difficulties peculiar to
China. By the middle of November
next, a double-track of rails will
connect Fatsan with Canton, and by
the 1st of January it is hoped Fatsan
will be connected with Samshui and
Samshui. The new line will serve as
an object lesson to the natives, and
it may be confidently assumed that the
enterprise, which has always distin-
guished the Southern Chinese in com-
mercial and industrial affairs when
stimulated by contact with foreign
methods will induce them not only to
patronize the railways, but to develop
the potential resources of South China
and thereby give the trade of the coun-
try a much-needed impetus along new
channels of industry. The Canton-
Samshui Railway is well built, and
ranks as a first-class railway. Its
embankment is broad and well con-
structed, its gradient easy, and it
should be operated comparatively
cheaply, if well managed. It connects
three important manufacturing cities,
passes through a populous district, and
should therefore earn large sums from
passengers and freight. We have
heard it stated somewhat derisively
that the railway runs through
tracts of swampy fields far away from
the towns and villages. This is half
the truth. The railway is at no greater
distance from the centres of population
than railways were in England at their
inception, when it was the object of
some towns to keep the hateful innova-
tion as far away as possible. In South
China, the railway is near enough to
the towns and villages, and the road-
ways that must be constructed
between the stations and the villages
will be a feature of good omen
for a country which lacks highways.
The railway may not be an immediate
financial success; but the Chinese are
an adaptable race, and we are convinced
that they will recognise the advan-
tages of railway travel and freightage
as readily as other races. Mr. A. R.
Colquhoun, when he visited North
China in 1897, found the new means
of conveyance so much in favour that
crowds were travelling to and from
the mere novelty of the thing.
It is impossible to over-estimate the
influence of railways upon national
life. They change the face of the
country, the course of trade and the
habits of the people. Ease of com-
munication enables people to do in person
what they used to do by proxy. In a
country with railways, agencies may be
established where, formerly, they could
not have been remunerative, commodi-
ties from without which were able to
penetrate only the fringe of the coun-
try find their way to the furthest
points. Manufacturers hitherto con-
fined in a fitful manner in every little
township become specialized in districts,
with facility of distribution comes
equality of prices, and what were once
the luxuries of the rich come within
the reach of the poorer classes. People
who never left their own little village
and whose estimate of the world was
formed by the impressions of their
circumscribed horizon go abroad and
learn something of the wonders
that lie beyond their former sphere.
Politically, strategically, commer-
cially, the railway will work a
revolution in China. Improved
communication will enable the
Central Government to exercise more
efficient control in the Provinces, will

enable the provincial officials to put
down rebellious movements in their
incipient stage, will give the govern-
ment facilities to concentrate quickly
masses of men upon threatened
points in times of war, distribute
the people from congested to
less populous provinces, provide
facilities for famine relief and develop
inter-provincial trade along new chan-
nels. Over thirty years ago the Rev.
Dr. Williamson, whose book on North
China is still one of the best works on
the Celestial Empire, wrote that 'steam
or anarchy are the only alternatives
left to the Chinese people.' It must
be left to time to determine whether
the railways will accomplish for China
all that is expected of them; but it
may be predicted with safety that with
the advent of railways the country is
on the verge of radical metamorphosis
and that the inevitable changes in the
life of the people must, in the end,
result in an equally radical change in
the methods by which the people are
now misgoverned.

The construction of railways in the
neighbourhood of Canton and the pros-
pect of that city becoming the centre of
a network of railways suggest the
question: What effect are the rail-
ways to have upon the trade and pros-
pects of Hongkong? If Canton or
Whampoa becomes the terminus of the
Grand Trunk Railway, we think it is
by no means improbable that traffic
which would find its natural course
through Hongkong may be handled
elsewhere unless time is taken by the
forelock and the long-projected railway
constructed between Kowloon and
Canton. In this regard, Hongkong is
in the hands of the concessionaires,
who will build the railway when pros-
pects are sufficiently favourable in
their opinion to warrant the outlay
of capital. A railway is needed for
the development of the New
Territory. With it, there is
a likelihood of a development of
local industries, and it would then
be possible to remove local manu-
factures from the central and
congested portions of the island to
favourable sites on the mainland, thus
helping to solve the problem of over-
crowding which is now so difficult of
solution. We do not know whether
the Government can exercise any in-
fluence upon the concessionaires; but it
seems to us that if this could be done,
now is the time to bring that influence
to bear. The people of Hongkong have
every reason to welcome the new
railways in the hinterland, and the
chief cause of regret is that the
principal schemes are not promoted
by British capitalists.

LOCAL AND GENERAL.

The Plague.
No cases of plague have been reported
during the past two days. The total for
the year so far has reached 1407 cases,
1284 being fatal.

Off to India.
The 29th Company Royal Garrison
Artillery move from Hongkong in January
next for India. Their place will be filled
by a company from Esquimaux.

'Dangerous Goods Again.'
P.C. 65 proceeded against Wong Fu,
a junk owner, at the Magistracy to-day,
for neglecting to anchor in the Dangerous
Goods Anchorage while having on board
kerosene. Mr. T. Sercombe Smith inflicted
a fine of \$50, or one month's gaol.

A Tool Thief.
At the Magistracy to-day, before Mr.
T. Sercombe Smith, Chan Chi was charged
with stealing tools, etc., from the steam
launch *Albatross* to the value of \$10, the
property of Messrs Butterfield and Swire.
His Worship sentenced the accused to six
months' imprisonment with hard labour.

The Interport Cricket Team.

An alteration has been made in the
date of the departure of the cricket team
for Shanghai. It was originally proposed
to leave on the 23rd of this month, but
owing to the lack of practice, consequent
on the wet weather, departure has now
been postponed until October 7. If to-
day's weather continues until that date,
the team will have ample time to get into
something like form.

Fatal Fall from a Verandah.

Ng Ng, a carpenter, employed at the
Naval Yard Extension, fell from a verandah
at 253 Queen's Road East, and sustained
injuries which resulted in his death. It
appears that Ng Ng had been drinking,
and otherwise having a 'good time' on Sunday,
and in the evening about 8.45 went upstairs,
to take in some articles of clothing which
were hanging on a bamboo pole over the
street. He reached down to detach the
articles, and overbalanced, falling a dis-
tance of 40 feet, striking his head on the
pavement. His skull was fractured, and death
was instantaneous. Inspector Collett, on
hearing of the accident, sent a Chinese
detective down to take the body to the
Mortuary, where it now lies.

Bicycle Riders

If you ride a bicycle you are always
liable to have a fall. Chamberlain's
Pain Balm is the best liniment for cuts,
sprains, and bruises. It will heal the
parts in one-third the time any other
treatment would require. Pain Balm is
also famous for its cure of Rheumatism.
The soothing and healing properties of
Chamberlain's Pain Balm make it a
favourite remedy for Cuts, Bruises, Burns,
and Scalds. It will heal such injuries in
one-third the time any other treatment
would require. For sale by all chemists
and medicine vendors; WATKINS Ltd.,
General Agents.

LOCAL AND GENERAL.

Notes by the Way.

The French Mail of the 11th August
was delivered in London on 10th Sept.

Lord Dalhousie's resignation of his
Commission in the Grenadier Guards has
been approved by the War Office.

The death is announced from Mandalay
of the Rev. P. Wehinger, the Founder and
Superintendent of the Lepers Asylum at
that place.

It is reported that the Deutsch-Asi-
atische Bank intends to establish a branch
establishment in Peking. This enterprise
is supported by the German Minister.

Two hundred and sixteen deaths were
registered at Singapore during the week
ending August 29. The ratio per thousand
was 46.41 (including 1.72 at St. John's
Island).

The skull of a woolly-haired rhinoceros
of the paleolithic period has been found
about 22ft. below the level of Fleet-street
underneath the offices of *The Daily
Chronicle*.

The German transport *Main* is ex-
pected shortly from Europe. She will
bring about 98 naval officers and 710 men
to relieve the time-expired hands of the
German squadron in China.

Viceroy Yuan Shi-kai intends to send a
batch of twenty students to Japan. These
students will, after the completion of their
courses and their return to China, be ap-
pointed instructors in the different schools
in Chili.

The total Customs collection in Shang-
hai during the past quarter was Hk. Tls.
2,712,707 against Tls. 3,036,964 last year,
and this decline would have been consid-
erably larger but for the increase in opium
duty and linen.

A hen at Holbeach, Lines, is said to
have laid an egg measuring ten inches in
circumference round the longest part, and
nine inches at the widest, and weighing six
and a half ounces. This contained another
perfect egg.

A native had four chisels and three
pieces of matting in his possession, valued
at \$4, and not being able to give a reason-
able account of them was arrested by P. C.
13 and charged at the Magistracy to-day,
where Mr. T. Sercombe Smith imposed a
fine of \$25, in default one month's gaol.

The Canada Cup.

The American yacht *Irondequoit* beat
the Dominion defender *Strathcona* by 65sec.
in the fifth race on the 13th ult., thus
winning the cup.

The Messageries Maritimes.

The local agents of the Messageries
Maritimes have furnished us with copies of
the Company's handbook of information
for shippers and passengers, and *La
Depêche Coloniale Illustrée*. The latter is
particularly well got up and contains some
good pictures of the Company's fleet and
some views of Hongkong and other ports.

Telegram to the North.

The Eastern Extension Australasia
and China Telegraph Company, Limited,
announces that Communication with Foo-
chow, Shanghai, and the north, via the
Eastern Extension Company's cable, was
restored last evening. The Great Nor-
thern Telegraph Company, Ltd., reports
that the time of transmission for telegrams
forwarded over that Company's Hongkong
(Amoy) Shanghai Cable is again normal.

Foundering of a Junk.

While two junks were endeavouring to
get into Chinwan Bay during the heavy
blow on Friday night, a collision occurred
in Capsicum Pass, which resulted in one
sinking. Fortunately no lives were lost,
the other junk standing by and transfer-
ring the crew from the wrecked junk.
The story of the junk shows above the
water, but she is well out of the way of the
main track, although she lies in the channel
used by small launches and junks.

Fight Aboard the 'Rosetta Maru.'

Shortly before the departure of the
Rosetta Maru from Manila on September
10 for Hongkong, the assistance of the
Buckey O'Neill was called for, to remove
two natives who had engaged in combat on
board that vessel. The natives in question
were employed in loading the ship. One
of the men drew a knife on the other over
some slight difficulty, but the knife was
given no chance to get in any deadly work,
for the other man, promptly closed in on
his adversary, gripped the man's ear in his
tooth, hitting off a good-sized piece.

A Diversion in the Harbour.

At noon yesterday the sailors on board
the *Tacoma* were treated to an assault at
arms between a native and his wife on
board a sampan, which was lying alongside
the American vessel. The native had the
woman down and was kicking her, when
some of the sailors of the *Tacoma* jumped
into the sampan and separated them. The
woman, immediately upon being released
from the clutches of the native, picked up
the boat hook, and endeavoured to strike
her husband with it. He, however, made
his escape by clambering up the side of
the *Tacoma*, and the woman pushed the
sampan off and left him there. The
incident was the cause of much merriment
on the steamer.

TELEGRAMS.

[REUTERS' SERVICE.]

THE MACEDONIAN REVOLT.

European Intervention Scooped

At
LONDON, September 11.

Turkish frontiers in Macedonia open-
ly scoff at the idea of European interven-
tion, declaring that if Europe intervenes
with an armed force, they would immedi-
ately burn, destroy, and massacre wholesale,
leaving only a bare field for the invaders.
Macedonian organisations have issued a
note holding the Powers responsible for
inevitable reprisals by the rebels for
Turkish excesses.

M. Petroff, the Bulgarian Premier, has
informally intimated to the Powers that
unless the Turkish excesses in Macedonia
are restrained, Bulgaria must depart from
her attitude of strict neutrality.
A Consular report from Salonika states
that 300 insurgents at Kastoria after
surrendering were massacred.

BASHI BAZOUKS DRIVING.

LONDON, September 12.

Nasim Pasha, the new Turkish Com-
mander-in-Chief in Macedonia, who was
educated in Germany, is conducting drives
on the South African pattern with great
success, lines of Bashis-Bazouks replacing
blockhouses and barbed-wire fences.

TO PROTECT FRENCH

SUBJECTS.

A French Mediterranean squadron under
Admiral Jaurguiberry has been ordered to
be in readiness to proceed to the Levant to
protect French subjects in Macedonia.

THE FIGHTING IN ALGERIA.

LATER.

The Arabs at Elming on the 8th in-
stant captured fifty camel-loads of arms
and ammunition and four hundred and fifty
of provisions.

TERRIFIC STORM IN ENGLAND.

Enormous Damage Done.

A great storm has occurred in England,
the Channel, and Ireland.
Telegraphs have been destroyed and the
damage done is known to be enormous.
The Dover Harbour Works are destroyed,
and great havoc has been made on the coast
and in the country.
Lloyd's report sixty-three wrecks in the
recent storm, several of which were lost
with all hands.

THE BORNEO ISLAND.

LONDON, September 13.

Great Britain has made representations
to Washington about the Borneo Islands;
the United States claim that the islands
formerly belonged to Spain.

[MANILA CABLENEWS SERVICE.]

J. PIERPONT MORGAN

RETIRES.

NEW YORK, September 10.

It is said that J. Pierpont Morgan will,
within a year, retire from active partici-
pation in big stock deals. It is understood
that Morgan's son, who is the manager of
the London house, will take hold in New
York.

MR CHAMBERLAIN'S POLICY.

LONDON, September 9.

The protective policy of Joseph Cham-
berlain, which has aroused a fever of argu-
ment throughout the world, has been
formally and forcibly condemned by the
English trades unions.

MRS EDDY ILL.

BOSTON, September 9.

Mrs. Mary Baker Eddy, the 'Mo-
ther of the Christian Science sect,' is
said to be very ill. The Christian Scientists
do not believe in sickness or death.

THE POPE IMPROVING.

ROME, September 9.

Pope Pius X is gaining strength daily.
Fear that he would not live more than a
few weeks, which was expressed some days
ago, is absent now.

HUGE POSTAL FRAUDS.

WASHINGTON, September 9.

The postal frauds grow every day. As-
sistant Postmaster General Brewster, who
is conducting the investigation for Presi-
dent Roosevelt, says that the Star Route
frauds which astounded the nation some
years ago, are cast in the shade by the
iniquity of the acts disclosed by the ex-
amination into the conduct of Superintendent
of Free Delivery Machen and others.
President Roosevelt is determined to spare
no guilty persons, no matter how high they
stand. Papers in opposition to him have
hinted that he is disposed to save certain
influential officials.

HEAVY RAINS IN IRELAND.

DUBLIN, September 9.

Heavy rain threatened the wheat-crops of
Ireland. Agriculture in many districts is
now almost ruined. If the rains continue
the potato crop will be a failure. There is
a good deal of distress already.

THE TROUBLE IN MA- CEDONIA.

WASHINGTON, September 9.

The Sultan of Turkey, through the Ameri-
can Minister at the Porte, has requested
the withdrawal of the United States fleet
of warships from Beirut. He says that
there is no need of them there and that
they provoke the populace to murder
Christians by their presence. There has
been a severe riot against Christians in
Beirut to-day and scores were killed by
the Muslims.

It is improbable that the American fleet
will be withdrawn, but more likely that
the American marines will be landed to
protect the helpless.

The authorities of the State Department
will not give out the correspondence of the
Sultan and the United States Minister.
Orders have been sent to the Admiral
commanding the fleet at Beirut to use
every endeavor to protect Americans there.

CONSTANTINOPLE, September 11.

The American cruisers are still at Bey-
rut. It is probable that they will land
marines any hour. The United States
Government shows no disposition to recall
the fleet.

TELEGRAMS.

[S. G. DAILY NEWS SERVICE.]

THE CAMPAIGN IN SOMALILAND.

London, September 7.
News from Somaliland is scanty, but steady progress is being made with the mobilisation of four camel corps, each 500 strong. With these corps it will be possible to carry several days' supply of water for a large force.

NEGOTIATIONS IN COREA.

Tokyo, September 7.
The Korean Government is seeking to make the closing of Pyongyang a condition of opening Wiju, but Japan strongly objects, insisting that there are two hundred Japanese settlers in Pyongyang.
Rumour attributes this proposal of Korea to Russian suggestion, but Korea has long evinced a desire to exclude all foreigners from Pyongyang, in order that she may build a palace there.

ALLEGED POACHING IN RUSSIAN WATERS.

Russian cruisers recently seized eleven Japanese schooners, with crews amounting to 278 men, in Kamachan waters on a charge of poaching. They released 250 of the men at once, but detained 28 at Vladivostok for trial, which, owing to the direct influence of Alexieff, speedily ended in the acquittal of all of them.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before His Honour Mr. Justice A. G. W. Ho, Puisse Judge.)
Monday, September 14.

CHINA LIGHT AND POWER COMPANY.

Mr. M. W. Shide (instructed by Mr. J. S. Harston, of Messrs. Ewens and Harston) appeared in support of a petition which was presented to the Supreme Court of Hongkong on the 21st day of August, for confirming a Special Resolution relating to the Capital of the China Light and Power Co., Limited, from \$300,000 to \$150,000.
No creditors or shareholders of the Company appeared in opposition, and His Lordship made the order accordingly. He also ordered that the matter should be advertised in the three local papers, and in the Government Gazette.

CORRESPONDENCE.

EMISSARIES OF THE EMPRESS.
To the Editor of the "China Mail."
Hongkong, September 13.

SIR,—I learn from good authority that the Chinese Government has sent a notorious Captain down to Hongkong, together with a number of soldiers and assassins.
Do the detectives know this? It is reported that many persons here are still in the pay of the Canton Government. Will the Government inquire into this?
It is also reported that a reliable source that the officials at Canton have applied for the rendition of three (3) reformers.
In view of the cruel and barbarous murder of Shen Ke Wei at Peking, it would be well for the Government to pause and beware of the "approaches" and tricks of "Manchu" officials. They would think nothing of trumping up a charge and obtaining false witnesses in order to get hold of their prey.
Again the public is anxiously awaiting the successful prosecution of the recent assassination and kidnapping cases.—Yours &c.,

BEWARE.

SIR WILLIAM GASCOIGNE'S DEPARTURE.

ON by the "Siberia."

After five years of honourable service in the Colony Sir William Gascoigne, Major-General Commanding the troops, leaves by the "Siberia" to-morrow for England. With him he will carry the best wishes that the officers and men of the Garrison are capable of expressing. Amongst the rank and file Sir William has made himself popular in the extreme, and in the eyes of the majority he is a veritable idol. A disciplinarian in every sense of the word, he has ever evinced concern as to the welfare of those under him, and while he has conducted the affairs of the Garrison with firmness he has never been harsh, and it is the kindness that has always characterised his commands and actions that has endeared him to all. His departure will cause many regrets, and the memories of his stay on the island will remain long in the minds of those whose pleasure it has been to serve under him, and those who have had the privilege of associating with him in private circles. Sir William has never been particularly prominent in public concerns—his office precluding that—but the work he has done when administering the affairs of the Garrison in the absence of the Governor, stamps him as a man with a keen insight into those things which make for the well-being of the community, and the consolidation and advancement of the Empire's interests. From civil duties, too, Sir William takes Lady Gascoigne, who has, by personal charm, won the hearts of all those with whom she has come in contact. Lady Gascoigne will be a distinct loss to the female community in general, and to the ladies of the Garrison in particular. With them she was a special favourite, and the cessation of the activities she has manifested in their welfare will cause her to be greatly missed. To-night, it is reported, Lady Gascoigne is to be presented with a token of the esteem in which she is held by the ladies of the Garrison, while Sir William is to be the guest of the men at the Soldiers' Club, where he will be presented with an illuminated address. At four o'clock to-morrow a guard of honour will assemble on Blake Pier, and Sir William and Lady Gascoigne will be given a send-off such as none but British soldiers know how to give.

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:
On the 14th at 11.45a. The barometer has risen moderately over N. Japan, fallen slightly over N. China and the Philippines. Pressure is high over N.E. Japan, and relatively low over the Pacific to the E. of Luzon.
Gradients slight on the China coast and over the N. part of the China Sea, chiefly for N.E. winds.
Forecast:—E. or variable winds, light; fine.

RAILWAYS IN SOUTH CHINA.

Description of the Canton-Samsui Line.

From time to time, paragraphs have appeared in the local newspapers about the railway works at Canton, but down to the present time no attempt has been made to give a detailed description of the work or a concrete idea of the railway projects on foot in South China. In the present article, we propose to give some idea of the work now in progress under the staff of the American China Development Co.
The most important project is the construction of the Yuen Han Railway, which will connect Canton with the Loh Han Railway at Hankow, on the Yangtze, and thus bring the southern metropolis of China into direct railway communication with Peking and, by way of Siberia, with Europe. By January, 1906, it should be possible for residents of Hongkong to go by steamer to Canton, and travel thence by rail to Peking by way of Hankow, Peking, Dally, Harbin, Irkutsk, Moscow, Warsaw, Berlin and Paris.

THE GRAND TRUNK LINE.

Starting at Wong Sha, the western suburb of Canton, the Yuen Han Railway (or Grand Trunk Railway of China) will pass through Yingte, Shao Chou, Chang Chou, Heng Chou, Chang Sha (the capital of Hunan Province), Siang Yin, to Wuchang, the large town on the opposite side of the Yangtze from Hankow. In general terms, it may be said that the main line follows the North River in Kwangtung Province, going due north to cross the watershed into the Yangtze Valley. The line will cross the mountains about 1200 feet above sea level at a point now designated Pansan's Gap. This pass was discovered by General Parsons, who carried out the original survey for the American Syndicate. It is just to the west of the famous Che-lung Pass, over which the tea and other produce from the northern slopes of the mountains used to be carried to the Canton market. Since steamboat traffic developed on the Yangtze, and Shanghai and the Yangtze "opium ports" have become an important outlet for native produce, the Che-lung Pass has been almost entirely abandoned as a trade route; and it is interesting to note in passing that it is strange that a practical people like the Chinese should have continued to use the Che-lung Pass for many a century when there was a considerably lower pass at no very great distance on the watershed. The main line can be carried over the mountains on a low gradient. At no point will the gradient be greater than one foot in 125 approximately. It will be a single track, 4 ft. 8½ inch gauge, with all the characteristics of the Canton-Samsui branch line to be described hereafter. There will be a few tunnels and fairly heavy rock work for about 100 miles north of Canton, but as there are in China no roadways as understood in the west, no overhead bridges will have to be constructed. The total length will be 760 miles. In 1904, it is intended to construct 150 miles from Canton northwards and 150 miles from Wuchang southwards, and it is anticipated that the whole of the main line will be finished by January, 1906. None of the bridges would be considered long by engineers, and they are not likely to present any serious difficulties. Standard lengths of steel girders will be utilised, and cement concrete for abutments and piers. From Canton to Kong-hau the line passes through rice country; near Yingte (or Yingte) the country is hilly, and there is at various points along the route good mineral land, which the railway will help to develop.

THE PEOPLE AND THE RAILWAY.

The first 110 miles from Canton have been surveyed by what the American engineer calls "locality parties," and two locality parties are at work in the Province of Hunan. It is curious to notice that whereas in the hermit Provinces of Hunan—the last to open to foreign influence and residence—the officials have done all in their power to render the work of the survey parties easy; in the Kwangtung Province, which has been in touch with foreigners for some centuries, more or less, there has been a certain amount of hostility and still more "passive resistance." This tends to hinder rapid progress, and it would be a great benefit if the Kwangtung officials followed the example of their Hunanese confreres and facilitated the work of the engineers.
There have been no anti-railway riots in Hunan, no attacks upon the surveying parties. At Yuantang, on the North River, in the month of April, there was, on the other hand, a very serious attack upon the surveyors, which might easily have developed into a lamentable tragedy. Some of the villagers in an outlying village near Yuantang objected to the railway passing through or near their village, and they were incited by an old woman to attack the engineers. This old lady beat a gong to attract the natives from the rice fields, and when the petty mandarin attempted to take the gong from her she harangued the mob. With cries of "ta, ta" ("kill, kill"), the incensed natives began their onslaught, led on by a man with a heavy two-handed sword. The mandarin had a narrow escape of having his head cleaved in two, and the survey party had to execute a strategic movement across the river to the village of Yuantang, where they had their camp. The infuriated natives opened fire with

muskets from the opposite side, and when the surveyors abandoned their home-base and sought safety in the adjacent temple, the natives crossed the river and besieged them for four hours. Had they known how helpless the surveying party was, they might easily have rushed the temple and slain the defenders, who had no arms with which to make a fight. The villagers of Yuantang had no grievance, and the elders of that village, not wishing to incur the displeasure of the higher officials, were successful in persuading the rioters to return to their own village by a promise to hand over next morning the unwitting cause of the trouble. In the darkness, the surveyors regained their boats and dropped down the river to Tsing Yuen, and reported the matter to the Prefect. In the meantime, Mr. Burns, the first assistant engineer, had gone up the river in a steam launch, and encountered the wreck of the surveying instruments and rods floating down the river. Seeing that some Europeans were in difficulties with the natives but were holding their own on the Yuantang side of the river, he posted back to Canton, whence the U.S. gunboat Calais was dispatched. As it happened, the surveyors escaped without hurt, but the incident might well have been more serious.

ENGINEERS MUST BE DIPLOMATS.

Incidents like this give to show the nature of some of the difficulties pioneer engineers have to encounter. In China, the surveying engineer must be possessed of great courage, coolness and tact. If he is to be successful, he must have developed engineering ability and the qualities of a diplomat.

So far, the only preparation for the main line is a large reclamation: Wong Sha, on the Canton side of the river. This will be the site of the southern terminus, but there is an idea of constructing an overhead line from one end of the city to the other, and to continue the main line to Whampoa, about ten miles further down the river, where wharves and docks could be erected and ocean liners with a draught of 30 feet come up at any state of tide and load and discharge cargo. Some ago, before Hongkong became a British Colony, the P. and O. Company's steamers docked at Whampoa, where the first graving dock in China was built by a Scotsman named Couper. This dock was acquired subsequently and abandoned by the Hongkong and Whampoa Dock Company, Limited, which, at present day, controls the whole of the dock business in South China, and has a splendid and repairing establishment capable of undertaking the docking and repair of largest merchant and war ships. It will be curious to find of affairs if Whampoa should regain its old importance by becoming a port of call for the Canton-Samsui branch line.

CANTON-SAMSUI BRANCH LINE.

On the Fatsan side of the river, Shek-wai-tong, opposite Canton city, is the terminal station of the railway connecting Canton with Fatsan, Samsui, and Samsui, the latter on the West River. Here a large station will be built of brick. It will have all the usual accommodation for railway officials, passengers and Customs officials. The other principal stations on a line, which will be 31 miles long, will be Fatsan, Samsui and Samsui; but all stations, with landing platforms and shelter for passengers will be erected at the more populous villages on the route. Large ferry boats will convey passengers across the river to Wong Sha, where the railway headquarters are established.

The grading or embankment for this branch line is completed between Shek-wai-tong and Fatsan, the railbeds laid, and all the bridges and culverts well in hand, and it is arranged to open the line for traffic as far as Fatsan in the month of November. In the first ten miles, there are thirteen steel girder bridges and four culverts in the latest type of reinforced concrete construction. Of the thirteen bridges, one is 10 ft. long, two 12 ft., five 20 ft., two 60 ft., and three 120 ft. long, the latter made up of one 60 ft. span and two 30 ft. spans in the clear. The bridges are founded on piles, and the abutments and piers are of concrete, with granite bridge seats. These bridges are designed to carry 180-ton locomotives, and are the type that will be used in the construction of the main line. The girders are now in Hongkong or at Shek-wai-tong, and as soon as the abutments are finished—a matter of a few weeks—the girders will be placed in position. All the girder work is arranged in standard sizes.

It will interest more than the shareholders in the Green Island Cement Co. of Hongkong to know that all the cement used on the railway is supplied by that Company. The engineers find that the Green Island cement is of a very high standard. Before deciding upon its use, they tested a great many cements. None of the Japanese cements came near the Green Island standard, which was the highest that any of the German makes tested at Canton. In price, the Green Island cement is far more economical than any of the imported cements. In all structural work on the South China railways, Green Island cement alone will be used. The Admiralty authorities, it may be added, have also found that the Green Island cement is equal to the best British or German cements, and it is being used entirely in the new Naval Yard Extension Works and Admiralty Dock.
The line runs over alluvial deposit, and in constructing the embankment, the engineers have obtained their material from borrow pits along both sides of the line. It is almost entirely blue clay, with a small amount of sand in

certain localities, and though stiff to work, especially in the wet season, makes a substantial surface. On the double track between Shek-wai-tong and Fatsan, the foundation with on the embankment is 31 feet, with slopes of 1 to 1. The maximum grade is one-half per cent (1 foot in 200). The maximum curvature is three degrees (1910 ft. radius), and on these curves there is a spiral or easement curve. There are only two curves on the double track section, and they are made to clear villages and cemeteries. Feng shui and the disturbance of graves are two of the most serious obstacles to railroad construction in China. Sometimes large sums were demanded for removing a grave, but the Chinese interested in the railway were able to use their influence, and the average price now paid for a grave is \$15. This sum is paid to the interested relative, who removes the remains of his ancestor elsewhere. At the point, considerable trouble was experienced owing to the settlement of the embankment, and after boring and several experiments the engineers decided to cease operations in the borrow pits, and the subsidence is being filled up with sand brought from the river.

At Fatsan, the line is on the same level as at Canton. The average height of the embankment is from 3 to 4 ft. above the level of the rice fields, rising to a height of about 15 feet on the bridge. No large rivers crossed, only sluggish streams, and at one or two of the bridges the junks will have to unstep their masts in order to pass underneath. No flooding is anticipated, as the grading is well above extreme water levels. The line is on the same level as at Canton. The average height of the embankment is from 3 to 4 ft. above the level of the rice fields, rising to a height of about 15 feet on the bridge. No large rivers crossed, only sluggish streams, and at one or two of the bridges the junks will have to unstep their masts in order to pass underneath. No flooding is anticipated, as the grading is well above extreme water levels. The line is on the same level as at Canton. 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Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.

S.S. Andalusia, 23rd September, 1903. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

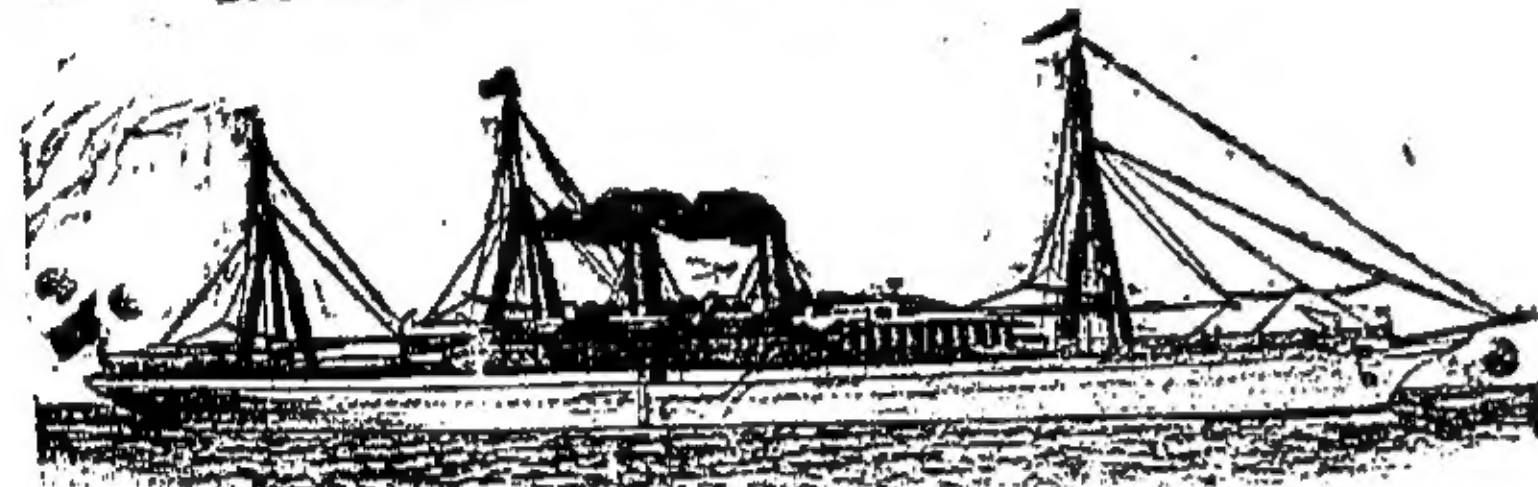
S.S. Albatros, 6th October, 1903. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.

S.S. Bragance, 20th October, 1903. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

S.S. Savonia, 3rd November, 1903. Freight.

For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

Ship	Tons	Day	Month
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY	Sept. 23, 1903.
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY	Oct. 7.
R.M.S. EMPRESS OF AUSTRALIA	6000	WEDNESDAY	Nov. 4.
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY	Nov. 18.
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY	Dec. 16.
R.M.S. EMPRESS OF AUSTRALIA	6000	WEDNESDAY	Jan. 13, 1904.
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY	Jan. 27.
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY	Feb. 10.
R.M.S. EMPRESS OF AUSTRALIA	6000	WEDNESDAY	Feb. 24.
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY	Mar. 10.
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY	Mar. 24.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO HONGKONG in THREE DAYS. The LUXURANCE OF THE LINE is maintained throughout the voyage. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services; and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF THE LINE, the TRANSCONTINENTAL TRAINS (the Company having received the highest award for service—Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information Maps, Guides, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
PEDDER STREET 1112
Hongkong, August 31, 1903.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE & YOKOHAMA; FOR

PORTLAND, OREGON, OREGON RAILROAD & NAVIGATION CO.

OPERATING IN CONNECTION WITH THE

Steamship	Tons	Captain	Hongkong
INDRAVELLI	4899	R. P. Craven	October 14, 1903
INDRAPURA	4899	A. E. Hollingsworth	November 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, September 11, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamers	Destinations	Sailing Dates
KINSHU MARU, T. HARRISON	MOJI, KOBE AND YOKOHAMA	TUESDAY, 15th Sept., at Noon.
KAMAKURA MARU, H. PETERSON	MARSHALLS, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO & PORT SAID.	SATURDAY, 19th Sept., at Daylight.
IDZUMI MARU, M. YAOI	BOMBAY, VIA SINGAPORE AND COLOMBO	TUESDAY, 22nd Sept., at 5 p.m.
TOSA MARU, A. CHRISTIANSEN	VICTORIA, B.C., AND SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE AND YOKOHAMA	TUESDAY, 22nd Sept., at 4 p.m.
KANAKAWA MARU, J. MACKENZIE	MOJI, KOBE AND YOKOHAMA	FRIDAY, 25th Sept., Daylight.
KAGOSHIMA MARU, K. KOBI	MOJI, KOBE AND YOKOHAMA	FRIDAY, 2nd Oct., at Noon.
INABA MARU, W. BARNHART	MARSHALLS, LONDON, AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SATURDAY, 3rd Oct., at Daylight.
KAGA MARU, G. ANDERSON	VICTORIA, B.C., AND SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE AND YOKOHAMA	TUESDAY, 6th Oct., at 4 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor Chater Road.

Apply to
T. S. Takayanagi, Acting Manager.
Hongkong, September 11, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	JASON	15th September.
GLASGOW AND LIVERPOOL	PAK LING	23rd September.
GLASGOW AND LIVERPOOL	PASTALIS	1st October.
GLASGOW AND LIVERPOOL	ASTOR	7th October.
GLASGOW AND LIVERPOOL	ANFA	24th October.
GLASGOW AND LIVERPOOL	ANFA	31st October.

The S.S. JASON left Singapore on 10th inst. p.m., and is due here on 15th inst.

HOMEWARDS.

FOR	STEAMERS	DATE
MARSHALLS, LONDON & ANTWERP	KINSHU	15th September.
LIVERPOOL VIA GENOA	PINGUEY	23rd September.
MARSHALLS, LONDON & ANTWERP	GLACUS	1st October.
MARSHALLS, LONDON & ANTWERP	GLACUS	7th October.
LIVERPOOL	JASON	23rd October.
MARSHALLS, LONDON & ANTWERP	PAK LING	27th October.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, AND ALL PACIFIC COAST PORTS, VIA	CALCHAS	2nd October.
N'K. KOBE & YOKOHAMA.	ANFA	2nd November.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 11, 1903.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	DATE
KOBE	CHINGTU	16th September.
SHANGHAI	WUHOANG	16th September.
MANILA	FOOCHOW	17th September.
SHANGHAI	TIENSHAN	18th September.
CEBU AND LOILOI	WUHOANG	23rd September.
CHEFOO AND TIENSHAN	CHINGTU	5th October.

PT. DARWIN, TEHRAN, TOWNS, COOKTOWN, BRISBANE, SYDNEY and MELBOURNE

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australia Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 11, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SINGAPORE AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
BAVARIAN	WEDNESDAY, 16th Sept.
SEIDLITZ	WEDNESDAY, 30th Sept.
ROON	WEDNESDAY, 14th Oct.
PREUSSEN	WEDNESDAY, 28th Oct.
HAMBURG	WEDNESDAY, 11th Oct.
PRINZ HEINRICH	WEDNESDAY, 25th Oct.
KONIG ALBERT	WEDNESDAY, 9th Dec.
KLAUSCHOU	WEDNESDAY, 23rd Dec.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 16th day of September, 1903, at Noon, the Steamship BAVARIAN, of the Norddeutscher Lloyd, Captain H. FORMES, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 14th September, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 15th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 15th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
Norddeutscher Lloyd,
Melchers & Co., Agents.

1947

NORTHERN PACIFIC S.S. CO.

BOSTON STEAMSHIP CO.

BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers	Tons	Captains	To Sail
LYRA	4417	F. Williams	September 17.
TACOMA	2312	A. Dixon	September 21.
VICTORIA	3592	J. Paxton	October 10.
SEAWMUT	9006	W. M. Smith	November 11.

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rules allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST PORTS and to the principal Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to

Doddwell & Co., Limited, General Agents.

Hongkong, September 14, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP

NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANTWERP, Via SINGAPORE, PENANG, PORT SAID & MARSEILLES.	Sumatra	About 18th September.	Freight and Passage.
YAMA, Via SHANGHAI, MOJI & KOBE (passing through the INLAND SEA).	Java	About 19th September.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co., Office,
Hongkong, September 10, 1903.

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HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila Direct	Sept. 19, at 10 a.m.
TELA	1980	J. McGinty	Cebu & Iloilo	Sept. 19, at 4 p.m.
ZAFIRO	2540	R. Rodger	Manila direct	Sept. 26, at 10 a.m.

For Freight, Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, September 12, 1903.

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OSAKA SHOSHEN KAISHA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, VIA SINGAPORE AND JOY.	MAIDZURU MARU	WEDNESDAY, 16th September.
TAMUI, VIA SINGAPORE AND JOY.	K. AKASHI	THURSDAY, 17th September.
FOOCHOW, VIA SINGAPORE AND JOY.	DAIJI MARU	THURSDAY, 17th September.
TAMUI, VIA SINGAPORE AND JOY.	T. W. GROVES	SUNDAY, 20th September.
TAMUI, VIA SINGAPORE AND JOY.	ANPING MARU	WEDNESDAY, 23rd September.
TAMUI, VIA SINGAPORE AND JOY.	T. OGATA	23rd September.

The Co.'s Steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest at Lloyd's.

Steamers will alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 8, B. Vaux Road Central.

T. ARIMA,
MANAGER.

Hongkong, September 14, 1903.

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REGULAR
STEAMSHIP SERVICE TO NEW
YORK.VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

1903.	To Sail.
SATSUMA	About Sept. 23.
SHIMOSA	October 10.
KURDISTAN	October 24.
RICHMOND CASTLE	Nov. 7.

For Freight and further information, Apply to

DODWELL & CO., LTD.
Agents.

Hongkong, September 8, 1903.

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FOR CHEMULPO, DALNY AND PORT ARTHUR.

CALLING AT SHANGHAI.

THE Steamship PRONTO,

Captain GRANDI, will be despatched for the above Ports on SATURDAY, the 19th inst., at Noon.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, September 9, 1903.

1866

NOTICE.

MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DUBOUI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

Also

PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 22nd September, at 1 p.m., the Company's Steamship TONKIN, Captain SCHMITZ, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, 1st Part of Call, Without Transshipment.

This Steamer connects at Colono with the Australian Line s.s. Dumbarton, bound for MARSEILLES via BONAVENTURE and ADE.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 22nd September. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 9, 1903.

1868

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & POOCHOW.

The Company's Steamship THALES,

Captain SHON, will be despatched for the above Ports, on TUESDAY, the 15th inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LARRAIE & Co.,
General Managers.

Hongkong, September 12, 1903.

1892

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship CATHERINE APCAR,

Captain A. STEWART, will be despatched for the above Ports on TUESDAY, the 15th inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd.,
Agents.

Hongkong, September 10, 1903.

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